

Dec. 19. Dec. 19.

SHIPMENTS FELL OFF SOME

Some of Gill Netting Fares Went to the Splitters Yesterday.

This morning's receipts at this port include the Bucksport sch. William Matheson with a full load of salt and pickled herring from Bonne Bay, N. F., and sch. Esperanto from the Cape Shore. The latter craft, which arrived here during the forenoon has a nice fare, hailing for 60,000 pounds of fresh fish.

Yesterday's shipments of the gill netters fell off to 140 boxes. These were mostly pollock, while a number of fares sold to the splitters to salt.

Several good trips were landed, steamer George E. Fisher having 20,000 pounds, steamer F. S. Willard 12,500 pounds, steamer Enterprise, 14,000 pounds, which were largest arrivals.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ibsen, gill netting, 2300 lbs. fresh fish.
Str. Alice, gill netting, 6000 lbs. fresh fish.
Str. Quoddy, gill netting, 10,000 lbs. fresh fish.
Str. Eagle, gill netting, 4000 lbs. fresh fish.
Str. Rough Rider, gill netting, 4200 lbs. fresh fish.
Str. F. S. Willard, gill netting, 12,500 lbs. fresh fish.
Str. Prince Olaf, gill netting, 3500 lbs. fresh fish.
Str. Enterprise, gill netting, 14,000 lbs. fresh fish.
Str. Bethulia, gill netting, 10,000 lbs. fresh fish.
Str. Philomena, gill netting, 7000 lbs. fresh fish.
Str. Sunflower, gill netting, 2500 lbs. fresh fish.
Str. Anna T., gill netting, 3000 lbs. fresh fish.
Str. Evelyn H., gill netting, 4200 lbs. fresh fish.
Str. George E. Fisher, gill netting, 20,000 lbs. fresh fish.
Str. Gertrude T., gill netting, 11,000 lbs. fresh fish.
Str. Geisha, gill netting, 9500 lbs. fresh fish.
Str. Nashawena, gill netting, 1000 lbs. fresh fish.
Str. Scola, gill netting, 3000 lbs. fresh fish.
Str. Mystery, gill netting, 8000 lbs. fresh fish.
Sch. Little Fannie, gill netting, 10,000 lbs. fresh fish.
Str. R. J. Kellick, gill netting, 16,000 lbs. fresh fish.
Str. Scout, 4200 lbs. fresh fish.
Str. Mary F. Ruth, gill netting, 2000 lbs. fresh fish.
Steamer Nomad, gill netting, 8000 lbs. fresh fish.
Sch. Esperanto, Cape Shore, 60,000 lbs. fresh fish.
Sch. William Matheson, Bonne Bay, N. F., 1200 bbls. salt herring, 100 bbls. pickled herring.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$4.25, medium, \$3.75; snappers, \$2.75.
Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2 snappers, \$3.25.
Eastern halibut codfish, large \$4.50; mediums, \$3.75; snappers, \$3.
Dory handlining codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.
Georges halibut codfish, large, \$1.50; mediums, \$4.
Drift codfish, large, \$4.25; mediums, \$3.62 1-2.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Large salt mackerel, \$25 per bbl.
Fletched halibut, 10c per lb.
Salt herring, \$3.50 per bbl.
Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.

Dressed pollock, 80c; round 90c.
Bank halibut, 17c lb. for white and for gray.
Fresh herring, \$1 per bbl. to salt; \$2 per bbl for salt.
Newfoundland frozen herring, \$2.75 per cwt.

War Effects Fish Trade.

According to a recent advice, the war with Turkey will seriously interfere with the fish trade in Greece, as all able-bodied men between 21 and 40 have joined the colors, and the consumption of all kinds of dried, salted, pickled and smoked fish will naturally be diminished. Greece usually takes about 60,000 quintals of salted codfish, haddock, etc., but unless the war is soon ended it is doubtful if a quarter of that amount will be imported. Salmon and herring will also suffer in proportion. Only one small lot of Labrador codfish in casks has been received; it sold at \$100 per ton, c.i.f. Some tierces of salmon sold for \$30 per tierce, c.i.f.

A Big One.

A seahorse brought to the New York Aquarium one day last week by a Great South Bay fisherman breaks all records in size. It is 7 1-2 inches in length and 3 3-4 inches in girth, and its head is 1 5-8 inches long. The normal size for seahorses in this neighborhood is three inches, while on the Pacific Coast they grow to the length or height of 10 inches.

Dec. 19.

LIBELLED AN ENGLISH CRAFT

Claim Owners of Sch. Ada Bishop Failed to Make Adjustment.

The Shelburne, N. S. sch. Ada Bishop, lying at Davis Brothers' wharf where she has been discharging a cargo of Newfoundland salt cod, has been seized by the United States Marshal in a libel suit brought by the Providence Washington Insurance company.

The Bishop is owned by C. F. Bishop & Company of Burin, Newfoundland, and left that place, November 9 with a cargo of salt cod for Davis Brothers of this port. In the stress of weather, the craft was disabled off Miquelon and after removing part of her cargo, she was towed into St. Pierre for repairs.

The towboat people would not allow her to go, however, until expenses of \$1200 had been paid. Davis Brothers in the meanwhile wanted their fish and the craft was finally released upon payment of the amount in question by the Providence Washington Insurance company, insurers of the cargo. It being understood that the owners of the vessel would pay their proportionate part of the expense upon the arrival of the vessel at her port of destination.

The libellant claims that the owners have failed to make an adjustment and in consequence thereof the Providence Washington Insurance company has libelled the craft. J. Manuel Marshall appears for the libellant.

Dec. 19.

Foreign Salt Fish.

The total exports of codfish from Newfoundland, from August 1 to December 7, with comparative figures for the same period of the preceding year were: 359,725 qtls., against 436,769 qtls. in 1911. Of these this year Italy took 102,513; Brazil, 83,970; Spain, 65,914; British West Indies, 27,289, and Dominion of Canada, 21,410 qtls. The United States took 12,871, and Great Britain 2,742 qtls.

Having New Boiler.

The gill netting steamer Ethel, owned by Lufkin & Tarr is having a new boiler installed.

Pensacola Arrivals.

Two fishing vessels arrived at Pensacola during Sunday to the E. E. Saunders Fish Company. Sch. Thomas J. Carroll, on her second trip from the banks, reported a catch of 20,000 pounds of snappers and 15,000 pounds of groupers. The Albert Geiger hailed for 29,000 pounds of grouper and 10,000 pounds of snappers.

NEWS FOR THE LAKE FISHERS

The Erie fishermen are now making good hauls. Boats from Ohio and New York are also fishing out of Erie. Fairly good prices are being received. The fish tug Philadelphia, Capt. Mead, of the Booth Fish company, brought into Erie, 10,240 pounds of herring and other fish, the largest catch from nets of the present season. Other boats made fairly good catches.

Bay City, Mich., Dec. 11.—The fishing at Bay City is at an end for this fall, and very few fish will now be caught until we get ice, and so can set nets again for winter, and that should be soon now for it is very cold and the bay and river full of floating ice. The fishing was good up to Saturday night until the big storm set in and then it put the nets all out of business, and quite a few nets will be lost, but they are small nets and old twine, so the loss will not be large. The prices now paid to the fishermen are as follows: Perch, 5c.; mullets, 5c.; grass pike, 8c.; bullheads, 4c.; dogfish, 2c.; pickerel, 12c.; carp, 4c.; sunfish and rock bass, 4c., and are scarce and the catch consists mostly of perch and mullets. There is a good demand for fish this week, and the prices high, and prices are as follows to the trade: Perch, 6 to 7c.; mullets, 6 to 7c.; pike, 9 to 10c.; bullheads, 10 to 12c.; carp, 5 to 6c.; dogfish, 2 1-2 to 3c.; sunfish and rock bass, 5 to 6c. a pound. No change in prices of frozen and smoked fish, but

the trade is good and the dealers are selling a lot of them to the city and state trade. They take the place of fresh caught stock at lower prices than they could sell the fresh stock for this time of the year. No change in the salt fish market, and playing and selling prices are about the same as last week, fishermen holding for better prices. It looks now as if they will get it.

Menominee, Mich., Dec. 12.—The cold weather has stopped all pound netters on the west shore from fishing, and unless it moderates soon many hundreds of dollars will be lost on account of stakes which cannot be taken out on account of the ice which is blocking them in at the present time. The catch on the west shore has been a normal one, and the total for Green Bay is something like 45,000 half-barrels, a good average catch. Prices being paid for salted stock are as follows: Flat herring, \$2.35 per half barrel; ciscoes, \$2.25 per half-barrel. A good many of the fishermen are selling their catch, and some who have the capital are holding for higher prices. Plenty of old fish are being held over from last year, and the catches elsewhere do not point for a raise in prices, and it is pretty certain that present prices will not waver one way or the other.

Menekaunee flats is covered with ice, some of the gill netters set twine for perch and suckers and were fairly successful. These fish are in demand at the present time, and prices paid are higher than usual.

East shore pound netters are doing good herring fishing, but will be compelled to pull up stakes this week unless there is a decided change in the weather. The shore had a fair catch up to date, something like 70,000 halves. These fishermen are selling their catches as fast as cured.

Few frozen fish coming, and dealers 8 cents offering per pound for frozen herring.—Fishing Gazette.

Dec. 20.

THE SEA OTTER IS INTELLIGENT.

The sea otter combines the habits of a seal with the intelligence and amusing character of the otter. When met in herds far out at sea, which is but seldom now, they are commonly seen swimming on their backs, says an exchange. They even eat their food lying in this position on the water and nurse their young ones on their chests between their paws, exactly as a South Sea island mother swims with her baby in the water. When swimming in this attitude they shade their eyes with their paws when the sun dazzles them.

Dec. 20.
LATE NEWS OF
HERRING FLEET

The sch. J. B. Young entered Bonne Bay last Friday to load herring for Young of Lunenburg. The sch. Tattler arrived at Wood's Island to load herring for the Gorton-Pew Co. at Bonne Bay. Herring still continues plentiful. Sch. Athlete left Wood's Island last Friday for Gloucester taking 1447 barrels of herring for the Gorton-Pew Co.

The Deputy Minister of Customs, H. W. LeMessurier, had a weekly report from Inspector O'Rielly at present on the westcoast carrying on the herring laws showing that from the date of the last report up to Thursday, December 12, 16 vessels had entered at Wood's Island and Bonne Bay to take cargoes of herring aggregating 10,600 barrels, five for Gloucester, three for Buxport and one for Halifax while five others had sailed from Wood's Island and with cargoes totalling 6200 barrels three for Gloucester and two for Halifax. He closes his report by saying that herring were plentiful in both Middle and North Arms yesterday (Wednesday).—St. John's, N. Chronicle.

WHERE HAVE THE HALIBUT GONE?

All the captains of the big fishing vessels sailing out of Boston and Gloucester are at a loss to account for the disappearance of halibut in the waters of the North Atlantic, says the Portland Press. It cannot be supposed that they have been all caught, for a year ago large fares were being brought back from all the favorite fishing grounds.

This season, however, an entirely different state of affairs exists. A large catch of halibut is the exception rather than the rule. Very few of the fishermen have been able to land a trip of 20,000 pounds while the greater part of them have been under that figure. Some have not even secured 10,000 pounds of the flat fish.

When Capt. Andrew Goveureau was in here this week in the Claudia, he was asked about the scarcity of fish. "What's the reason?" was the question put to him. "If you can tell why the fish are scarce," said Capt. Goveureau, "you would make a mint of money. Nobody knows. They just are not there."

DOG FISH PEST.

Letter Received by Mr. Davis From Commissioner Bowers.

A letter received by Mr. Davis of Portland from U. S. Fish Commissioner Bowers appears to point a favorable solution of the dogfish-shark "pest" problem on the original utilization and elimination plan devised by Secretary Davis of Portland, September 27, 1903.

The commissioner practically now challenges Mr. Davis to show the merit of his plan. The commissioner writes Mr. Davis in part as follows: "If your proposition has the merit you claim for it, Congress will undoubtedly take favorable action."

Mr. Davis is writing the commissioner in reply that if he (the commissioner) will recommend that Congress build and finance the reduction works, pay the fishermen not less than two cents federal bounty, or a purchase price of not less than \$8 per ton for dogfish or other shark species, on the "Davis plan" instead of trying to restock the ocean with fish and lobsters where all the fish and lobsters themselves cannot do this in nature because the dogfish are devouring them, then the merits of the Davis plan will easily be seen by Congress, and the Davis bill and plan will be adopted by Congress and financed very soon.

"The evidence of two reports and two hearings by Massachusetts and Congress are now all in for reference," said Mr. Davis, "and have been since 1903. President Taft is taking a great interest in the matter now, it appears."

Capt. Sylvanus Smith Tells of the Georges Bank Fishing in Its Very Early Days.

IN looking backward into the past, reviewing the history of the early fisheries of Gloucester, that of the "Georges" fishery, occupies a very vivid place in my memory.

While I cannot claim the distinction of being one of the pioneers of this industry, still, even at the time of my going to this ground, in the early years, it was even at this time, quite new as a fishing ground.

In the very early times, Georges bank was known to the fishermen, but the business was not followed of going to these banks, owing largely to the dangerous shoals as well as on account of the strong tides there.

For years our fishermen had sought cod in the waters of the Grand Bank and in waters, nearly if not quite so distant, but it was left for John Fletcher Wonson, as near as I can recall, to open the way to what in after years was to prove of immense value to our fisheries.

It is said that in the year 1830, while returning from a southern voyage, while becalmed on Georges, some of the crew threw over their lines, found halibut so plentiful that the following year Capt. Wonson fitted a vessel to go to these new grounds.

I do not recall that it was pursued as a business, however, for some years for, at that time halibut were very plentiful all along our shores and the demand for these fish was very limited, in fact I have seen these fish so plentiful on the shore grounds that we were obliged to haul in our lines and change our berths, for it was cod above any other fish that was marketable.

When the Georges fishery began to be pursued as a business it was found necessary to establish an insurance company (the rates in the regular insurance companies being practically prohibitive) and Epes Merchant held a meeting at his store (now mine) to form such a company; those present were Epes Merchant, Epes Sayward, Samuel Brown, Joseph Friend and Simeon Burnham.

These men drew up an agreement, or covenant, to insure the vessels of Gloucester harbor. This was in the year 1841.

This company continued in active operation for six years, or until 1847, when, owing to the great increase in the number of vessels a larger company was considered necessary, and the Gloucester Mutual was formed and has continued in active operation ever since.

While the losses in this fishery were great, this form of insurance effected a great saving to the insured.

In the early years of the Georges fishery the vessels did not anchor, but fished, drifting for a few days, and then started for market. Some few of the vessels had well rooms to keep the fish alive, but this was not general. There was no such thing as icing fish in those days, and of necessity vessels made short trips, and often finding no market for their halibut would go to Portland, Bath and other places to dispose of their catch.

When They First Used Ice.

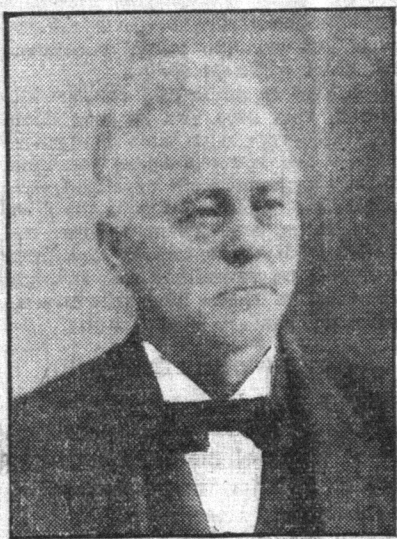
It was on one of these occasions when George Blatchford, having disposed of his fish at Bath, in coming down the river, noted a quantity of ice floating down from the "up river" and took in a supply for his next trip, and reaching Gloucester, many of the crew left in the belief that fresh water ice would not keep salt water fish.

The trip proved a success, however, and the elder Nathaniel Webster engaged here in the business of supplying vessels with this commodity.

The advent of ice, or rather the use of ice, in connection with our fisher-

ies, opened a new era for the industry, for, with ice it was possible for the vessels to make longer trips, but though the market for cod was generally good, halibut, though in great supply, had a very limited market, the process of smoking being unknown at that time and many trips were thrown away, unsalable at any price.

It would seem as though the Creator, in his great wisdom made provision for these difficulties, all in his own good time, for, it was now, or rather then, that Mose Lufkin, Jr., and Harry Merchant began smoking halibut, which was destined to open a new market for the disposition of these fish but at first, it being a new product, some years went by before this industry played any important part in the price of halibut, when they always might be disposed of at some price.



CAPT. SYLVANUS SMITH.

As the vessels began to bring larger trips of these fish with the advent of ice and the ability of vessels to engage in more extended trips on account of it, a company was formed to dispose of the catch. This company was called the Gloucester Halibut company.

With the advent of this company in the middle forties, prices were made from month to month, but owing to their inability to dispose of the great amount of fish which they took in, the company was dissolved.

In later years, with the process of smoking, halibut could always be disposed of at some price, but in the early days many cargoes were thrown overboard outside Eastern Point.

The Georges Bank fishery added greatly to the prosperity of the town. Many new and larger vessels were built to take the place of the old-fashioned "Pinky" and the square sterned vessels then in vogue which when sailing "by the wind" would make several bows into, before passing a sea.

It was the custom of the insurance company to open for business the fifteenth of February and at that time a large fleet of vessels would be ready to sail for the fishing grounds.

There was no fresh bait and men-haden slivers, as well as salt mackerel was largely used, though all the vessels carried nets to catch their own and often a week would be spent, trying for bait and even then not finding any; it was really very uncertain. Sometimes herring would be found in large quantities and at another time there would be none.

Similar to the process of smoking, which came in when the disposition of fish was a great question, now, with the demand for a constant sup-

ply of winter bait came the frozen herring, which was to solve the heretofore vexing question.

Got Out of a Bad Place.

I remember one occasion, in the year 1853, we had been trying for bait on the westerly part of the Bank, with several other vessels, one that I remember was the sch. Lucy Pulcifer; we kept on down the Bank and as night came on, saw large schools of good sized herring and we set our nets, pulling them at midnight, full of herring. The wind came up very heavy from the northwest, but we were in a good position to clear the shoal, though had we stopped in our original position, where we had at first been trying for bait, with the wind coming from the quarter it did, our situation would have been dangerous to say the least.

As it happened, with the wind moderating, we worked up on the Bank and found no difficulty in picking up a trip with the fresh bait that we had secured.

On the passage in, on the westerly part of the Bank, we saw the house of the sch. Lucy Pulcifer, all that was left to tell the tale of disaster, for without doubt, caught in a bad position with the wind northwest, she foundered in the shoal water, with every man of her crew, many of whom I knew well, going to that place, where once borne, no traveler e'er returns.

It is my opinion that the many vessels lost on Georges in those early days, were from collision with other craft more than from going into the shoal water, for many of the losses were in pairs, or several vessels being lost in the same night, all of which were known to have been fishing near each other. Some vessel, having "parted" would drift down upon another, perhaps safely at anchor, crashing into her with such impact that perhaps both would go to bottom, or the second vessel, also would be set adrift and she too would come down upon some craft, when both, mortally wounded would sink beneath the waves.

Knew Danger of Shoal Water

Our skippers, were, for the most part, capable men, of good judgment, acquainted with the danger of the shoal water with the wind in a bad quarter, and at the sign of a storm would work off the bank, into deeper water, where they could safely ride out the storm, but what they could not foresee was that vessel which having "parted" somewhere out in that blinding snow, that flying mist, was bearing down upon them with great velocity and which would almost in a flash as it were, crash into them with fearful impact and both would sink beneath the turbulent waves.

As I write these lines there comes to my memory, many of those men who sailed away with all the hope and expectancy that I myself had of returning to the loved ones at home, but who were destined to sail their last trip. The survivors of many of these great storms had many tales to relate on their return trip, tales of narrow escapes, etc., but though the memory of shipmates gone down, friends who would ne'er return was sad to think of, more difficult, more trying, was the story they had to bring the new-made widow, to the fatherless children; for while these men could face death themselves without a tremor, the sad tidings they must take to the home afflicted, to witness the anguish of the widowed mother, was sufficient to make tremble the stoutest among us.

The Gale of 1851.

Memory comes to me of several of these severe gales in which our Georges fleet met with great disaster. One more than any other that is particularly vivid as I write, is that great storm of April, in the year 1851, that gale in which Minor's light blew down and washed away: I was hand that trip in the sch. Wave, Capt. Davis and we were caught by the sudden gale, with our sails badly torn, in a very bad position, easterly of the dreaded South Shoal.

The cabin of the Wave was one of those old-fashioned affairs, with the companionway opening forward; the vessel was riding very hard in the later part of the night, the sea was running very high, and the wind was howling and shrieking through the rigging. I heard the captain shout, "Hold on" and the great sea that he had noted coming down upon us broke upon our deck, completely burying the vessel with its tons and tons of water and when the Wave had lighted and shook the water from her deck, we saw that everything movable had been swept away. With the noise of the angry waters, the howling of the wind, you could scarce make one standing beside you hear, I caught the words of the captain as he shouted "She's parted" and by some intuition, perhaps with the knowledge of what our fate would be, if it were indeed a fact, I, in common with the others looked to lee for over there, even though miles away, were the dangerous shoals upon which we were certain to go, had the captain's words proved true. But, it was a false alarm, for though we dragged the anchor finally held, which was indeed fortunate for us, for had it not, nothing but an act of God could have saved us from a watery grave.

During the early part of the gale, John Long, one of our crew, was washed from the bowsprit and lost.

A new impetus was given the Georges Bank fishery with the advent of frozen herring from Newfoundland.

In the year 1857, Henry Smith, in the sch. Flying Cloud brought a cargo of frozen herring from Newfoundland. We were outward bound, for Georges and met him coming in and we turned back to get a supply of this fresh bait, with which we had no difficulty in getting a good trip and the following winter, with Capt. Joseph Rowe, Friend

and Leighton, I went to Newfoundland and from that time, for many years, this frozen bait was used in the winter Georges fishery.

With a regular supply of fresh bait, for winter fishing, there was a great increase in the fleet and the rocky bottom of the southerly part of the Bank where the schools of cod came to spawn was literally covered by our vessels.

This rocky bottom was not of great area, so with the fleet greatly increased in numbers, the vessels were often very close together, which while safe enough in good weather, was exceedingly dangerous in case of a sudden gale with blinding snow.

The Great Blow of 1862.

The great gale of February 24, 1862, is still very vivid in the memory of us "old timers," for the loss in that gale was appalling, coming as it did, when nearly all of our large fleet were on the fishing grounds and this loss, during this storm, will go down into history, as one of the most severe in the history of the industry.

Here, anchored within a very small area, were many, many vessels, some of them within speaking distance of each other, none very far apart, caught by the sudden gale like rats in a trap and that night 15 vessels of the fleet with all their crew, went to a watery grave.

After the gale, many were the watcher's ashore awaiting the vanguard of the incoming fleet, to learn the news of the losses, which from the very nature of the storm, as well as the dangerous locality, they realized must have been severe.

Many of those ashore, acquainted with the grounds, old fishermen themselves, knowing that there would be many sad tales, were all unprepared for the news that was soon brought in by the early arrivals, the tale of death and destruction; the records of that time tell how many wives were that night made widows, how many children were left fatherless, how many mothers awaited in vain for the return of their boys; it seemed that almost every home had its individual affliction and the sad news cast a gloom that was general, over the town, which lasted many days.

Many of the men who went down in that gale, were known to me. Many of them were men with whom I had fished on these very grounds where they were to give up their lives, one of the mysteries, until the sea shall have given up its dead.

I recall another tale of loss and disaster, some of the details of which were given me by one of the crew of the sch. Charles Haskell.

How Vessels Were Lost.

It was the sixth of March in the year 1869 and the Haskell, in company with many others of the fleet was caught in a sudden gale of great fury,

in the midst of which she began to "drag" a menace to those vessels anchored about her. Seeing the danger, having given up hope of the anchor holding, they finally got some sail on the vessel, cutting their cable, to make an effort to clear the fleet about them.

In the blinding snow and flying mists they dashed thro' the gale. Now a form of a vessel would appear out of the thick snow, gone in a moment; now a vessel went drifting by, or perhaps having "cut" were seeking her way to safety, now a light appeared ahead, the outline of a schooner appeared, under sail like they themselves and with all the fury of the storm which was driving them on, with terrific impact, they struck the unknown craft, amidships; there was the sound of rendering plank, a fleeting glimpse of men upon her deck running aft, sharp outcries, heard even above the roar of the wind and sea and the Haskell, bowsprit gone, drifted clear and the other no doubt, sank beneath the waves, every man of her crew going to a watery grave.

The Haskell, badly crippled, finally limped into port, a few splinters imbedded in her bow, all that was left of the ill fated craft.

There were many sad tales brought in, many stories of harrowing experiences, narrow escapes, which space does not allow the telling, distinctly remembered by those of us who fished on these grounds in the old days, when the fishery on Georges was in the zenith of its glory.

Many changes have taken place since John Fletcher Wonsom made his first trip to these grounds in 1830, and, the great schools of fish that were once found are now, nearly, if not quite extinct. The winter fishing grounds of the fleet of the old days is now scoured by the haddock, and in keeping with the changes of the past comes another change in the mode of fishing, one which is bound to be most destructive, inasmuch as the great net of the beam trawler, sweeps up the immature fish, scrapes the spawn which is in the process of hatching, from the bottom, destroying Nature's effort to reproduce.

Old Time Skippers.

In looking back into the past, into the long ago, there comes before my mind, some of those men who were well known in this fishery. First appears Capt. Leighton, for with him perhaps, I was more intimately connected, many of our early ventures being in common, and with him I was closely allied. He was little, understood, a little rough in manner perhaps, but withal, a man of excellent judgment, generous and kind hearted and an exceptionally hard worker.

Capt. Joseph Rowe was another of those old time skippers, a man of very

positive opinions but always among the highliners of the fleet. There was Capt. Ayers a man of very few words, little given to conversation, but always found among the leaders.

There were Capt. McQuinn and Capt. Reed, both hard working and industrious men and many, many others that I recall, who have now sailed their last voyage, and gone to that Great Beyond, leaving behind many memories of the old days, when the "Georges Bank Fishery" was yet young.

SYLVANUS SMITH.

Dec. 20.

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PART CARGO OF FROZEN HERRING

Brought Here This Morning by Sch. Senator From Bay of Islands.

Sch. Senator is here this morning from Bay of Islands, N. F., with a mixed cargo of herring, bringing the third lot of frozen herring to arrive here this season.

The craft brings 400 barrels of frozen fish, 525 barrels of salt. Her cargo consists of 400 barrels of frozen herring, 525 barrels of salt and 218 barrels of pickled herring, for the Cunningham & Thompson Company.

The only other off shore here since yesterday's report is sch. Hattie L. Trask from Georges handling with 25,000 pounds salt cod and 900 weight halibut.

Yesterday's shipments by the gill netters was 35 boxes, the remainder of the day's receipts which were chiefly pollock, selling to the splitters to salt.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Hattie L. Trask, Georges handling, 25,000 lbs. salt cod, 900 lbs. fresh halibut.

Str. Ibsen, gill netting, 6000 lbs. fresh fish.

Str. Quoddy, gill netting, 11,000 lbs. fresh fish.

Str. Eagle, gill netting, 2100 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 12,000 lbs. fresh fish.

Str. Rough Rider, gill netting, 2800 lbs. fresh fish.

Str. Margaret D., gill netting, 6000 lbs. fresh fish.

Str. F. S. Willard, gill netting, 12,000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 3200 lbs. fresh fish.

Str. Nomad, gill netting, 12,000 lbs. fresh fish.

Str. Venture, gill netting, 4000 lbs. fresh fish.

Str. Philomena, gill netting, 16,000 lbs. fresh fish.

Str. Hugo, gill netting, 460 lbs. fresh fish.

Str. Anna T., gill netting, 2100 lbs. fresh fish.

Str. Evelyn H., gill netting, 8000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 5000 lbs. fresh fish.

Str. Mary L., gill netting, 1800 lbs. fresh fish.

Str. Gertrude T., gill netting, 13,000 lbs. fresh fish.

Str. Seola, gill netting, 570 lbs. fresh fish.

Str. Harold, gill netting, 3000 lbs. fresh fish.

Str. Mystery, gill netting, 6400 lbs. fresh fish.

Sch. Little Fannie, gill netting, 10,000 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 16,000 lbs. fresh fish.

Str. Lorena, gill netting, 1600 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 2000 lbs. fresh fish.

Str. Bethulla, gill netting, 9000 lbs. fresh fish.

Str. Nashavena, gill netting, 2500 lbs. fresh fish.

Str. Geisha, gill netting, 12,000 lbs. fresh fish.

Sch. Senator, Bay of Islands, N. F., 400 lbs. frozen herring, 520 bbls. salt herring, 218 bbls. pickled herring.

Sch. Leonora Silveria, shore.

Sch. Mary F. Sears, shore.

Sch. Jeanette, shore.

Sch. Adeline, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Harriett, shore.

Sch. Rose Standish, shore.

Dec. 20.

BUT FOUR FARES IN AT T WHARF

Total Receipts of Morning Amount to But 65,000 Pounds.

It was practically a rock bottom market at T wharf, Boston, this morning, that is as far as the receipts of fresh fish were concerned, the arrivals since yesterday including four sail, with approximately 65,000 pounds among them.

The fares reported are schs. Georgia, 32,000 pounds and Francis J. O'Hara, Jr., 9500 pounds which arrived during the night and schs. Flavilla, 3400 pounds and Mary, 20,500 pounds yesterday afternoon.

Haddock sold at \$3 to \$5 a hundred pounds; large cod, \$5; market cod, \$3; hake, \$3 to \$5; pollock, \$1.25 and cusk, \$2.50.

Boston Arrivals.

The fares and prices in detail are:

Sch. Georgia, 20,000 haddock, 7500 cod, 4500 hake.

Sch. Francis J. O'Hara, 2000 haddock, 1500 cod, 5000 hake, 1000 cusk.

Sch. Flavilla, 1000 haddock, 400 cod, 1000 hake, 100 pollock.

Sch. Mary, 17,000 haddock, 2500 cod, 1000 hake.

Haddock, \$3 to \$5 per cwt.; large cod, \$5; market cod, \$3. hake, \$3 to \$5; pollock, \$1.25; cusk, \$2.50.

MAINE'S FISH FIGURES.

Commissioner Donahue Tells of Good Work Done This Year.

Maine Commissioner of sea and shore fisheries, James Donahue, has completed figuring up the distribution of lobster fry on the Maine coast for this year and finds that there were 183,000,000 of the small fish dumped overboard during the season. This is the largest amount ever released in a single year since the state took up the work of propagating and preserving the lobster fishery. These young lobsters were secured from the eggs of 13,853 seed lobsters collected in 1911 and hatched at the Boothbay Harbor hatchery.

During the season there has been collected nearly 16,000 seed lobsters. These are now held in pound in John's bay, near the Boothbay Harbor hatchery. The eggs will be stripped from these and hatched next year. It is estimated that they will supply more than 200,000,000 fry for distribution in 1913.

The lobster catch of this year has been excellent and its value figures up over two million dollars.

During the year there was hatched and planted in the waters of the Maine coast more than 6,000,000 cod fry and nearly 12,000,000 haddock fry and 490,000,000 flounder fry.

Dec. 20.

Portland Fish Notes.

No handsomer craft has been seen in Portland in a long time than the auxiliary schooner, Alice L. Stetson, which arrived here Tuesday and tied up at Union wharf.

She is a fishing craft, but to look at her one might think her a yacht. Fifty-one feet long, broad of beam, and yet easy in shear, she gives the appearance of being extremely seaworthy and able. She is not only able to use her two sails, but she is equipped with a 37 1-2 horse power Automatic engine.

The Stetson was built by Wilbur A. Morse of Friendship and is surely one of the best crafts that famous constructor has turned out. Capt. Russell H. Rotch is her commander and he is sailing her to New Bedford, out of which port he will use her for drag netting. On the run up the coast, Capt. Rotch said he did not test the schooner out for speed, but she proved herself a mighty able sea boat.

Fish arrivals reported Tuesday were the Mary Edith with 12,000 pounds, Virginia with 12,000 and one with 9000. About one-quarter of the fares was made up of cod and haddock.

About 40,000 pounds of fish were landed Wednesday. The principal fares were the Angie B. Watson, 17,000; North Star, 4000; George H. Lubec, 6000; Topsail Girl, 6000; Martha E. McLean, 1800; Crusader, 1000. In addition to these, the hampton boats had a good supply. The prices paid for fish were less than they have been for several days, and were: Large cod and haddock, \$5; market fish, \$3; large hake, \$5; medium hake and cusk, \$2.50.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$4.25, medium, \$3.75; snappers, \$2.75. Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2 snappers, \$3.25.

Eastern halibut codfish, large \$4.50; mediums, \$3.75; snappers, \$3.

Dory handling codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Drift codfish, large, \$4.25; mediums, \$3.62 1-2.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.

Hake, \$1.50.

Haddock, \$1.50.

Large salt mackerel, \$25 per bbl. Fletched halibut, 10c per lb.

Salt herring, \$3.50 per bbl.

Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.

Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.

All codfish not gilled 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$1.30; mediums, \$1; snappers, 50c.

Dressed pollock, 80c; round 90c.

Bank halibut, 17c lb. for white and for gray.

Fresh herring, \$1 per bbl. to salt; \$2 per bbl for bait.

Newfoundland frozen herring, \$2.75 per cwt.

Fishing Fleet Movements.

Sch. Titania arrived at Shelburne Tuesday last and cleared for fishing. Schs. Lillian, Georgia, Gladys and Nellie and Ethel B. Penby arrived at Liverpool Tuesday last and cleared for fishing.

Sch. Eglantine put into Halifax Tuesday for shelter.

Dec. 20.

She Has Been Here.

News was received at Halifax, N. S., Tuesday evening that the schooner Tasmania, bound from St. John's, N. F., to Halifax, with a cargo of fish consigned to H. R. Silver, Ltd., had gone ashore off Cape Ballard, and was a total loss. Further particulars were not available, but the cargo's estimated value was \$15,000, and insured in one of the agencies of Dale & Co., Ltd., Halifax.

Dec. 21.

The Catch Fell Off.

Advices from Halifax of recent date state that the fishing season on the Cape Breton coast has almost closed, and that there was a considerable falling off in the catch in comparison with the landings of the 1911 season. The steamer Bonaventure is now coaling at Sydney, N. S., in preparation for a voyage from St. John, N. B., to Brazil with fish. This is almost a new venture—the shipping of fish to Brazil by steam from St. John—one or two cargoes only having been forwarded by such means in the past. It is believed that at current rates and with the prospects in the Brazil market, it will pay to despatch this ship there, as she should make a quick run and on her return it is possible that she will bring a cargo of molasses from West Indies.

Chartered the Mariner.

Capt. John Chisholm has chartered the towboat Mariner, which will be commanded in the gill netting fishery while repairs are being made on the Medomak, which figured in a collision with the Gertrude T. Monday morning.

Week's Receipts at T Wharf.

Receipts of fresh groundfish at T wharf, Boston, for the week ending December 19, totalled 1,321,450 pounds from 70 arrivals against 1,383,750 pounds from 73 arrivals for the same period in 1911.

Halibut Sale.

The halibut fare of sch. Jubilee sold to the American Halibut company at 23 cents a pound for white and 19 cents for gray.

Dec. 21,

ONE BIG FELLOW AND ONE BOAT

That's All the Arrivals There Are at T Wharf This Morning.

T wharf market closed very quietly this morning, there being two lone arrivals at the dock since yesterday with a total of 40,000 pounds of fresh fish.

Sch. Conqueror from the off shore had 25,000 pounds of haddock, 11,000 pounds of cod and 3000 weight of hake, while the little Georgianna brought in 1200 pounds of cod.

Haddock was quoted at \$3.75 to \$5 a hundred pounds, large cod, \$5 to 7; market cod, \$3.50; hake, \$3 to \$5; and pollock, \$1.35.

Boston Arrivals.

The fares and prices in detail are:

Sch. Conqueror, 25,000 haddock, 11,000 cod, 3000 hake.

Sch. Georgianna, 1200 cod.

Haddock, \$3.75 to \$5; large cod, \$5 to \$7; market cod, \$3.50; hake, \$3 to \$5; pollock, \$1.35.

NEWFOUNDLAND COD MARKET DULL

This is the dulllest season of the year for dried fish, and purchases are being made as from hand-to-mouth. Advices from St. John's indicate a hesitation in the demand at present prices, and the situation remains one of great uncertainty.

Usually the month of December is an active one in the local fish trade of Halifax, says the "Maritime Merchant." It is the time when the Lunenburg vessel owners count on clearing up their holdings, and when exporters like to get their stocks laid in so as to avoid the danger of having to take fish that have been touched by frost because of being stored in a non-protected warehouse. This year, however, there is practically nothing doing up to the time we write. Lunenburg holders are still hoping to receive from \$6 to \$6.25, but there have been no sales at these figures of late. It is difficult to say what they would need to agree upon in order to get some business, but on this basis of shore fish values \$5.75 would be a fair price. As far as we can learn by inquiry among the exporting houses stocks locally are light, but quite sufficient for the ordinary requirements of the season.

The slow delivery of the big Norwegian catch is due, it is said, to the shortage of labor required for the thorough handling needed by Norway's catch. A large part of the catch is still awaiting the drying process, and this delay may carry the stocks well into next year before they are ready for the market. In addition there is quite a shortage in the fisheries of France, and in the curing of dry fish in England.

The Labrador fishermen are dissatisfied because they had to sell their catches at \$3.50 instead of at \$4, as in the previous year. The present high values of Labrador fish adds to the discontent of these fishermen. Many of them, it is reported, are planning to leave Labrador for more remunerative quarters or better paying trades.

There is not much change to note in the fish situation this week, as regards price, says the St. John's "Trade Review," of December 7. The desire to buy is not as keen as it was, and while sales have been effected at \$6.60 for prime article of well-cured and large shore, the opening figure up and down the street is \$6.50. Several firms are still out of the running, and are probably waiting for a still lower figure to enter the market again. Even those who are buying are insisting on a dryer article than would satisfy them last week. As stock still unsold cannot now be very great, we have no doubt that it will all be absorbed, in a few weeks, round about \$6.50 for the better goods.

MAINE SCALLOPS

Beds Near Rockland Have Disappeared—Prices Up 50 Per Cent.

The scallop fishery in the neighborhood of Rockland, Maine, has been almost a complete failure this season, the famous beds off Monroe's Island having disappeared. Many fishermen have transferred operations to Blue-hill bay and other localities on the eastern Maine coast, but it is not expected that they will make any such catches as have been common off Rockland where the catch has been worth about \$75,000 annually. Such is the scarcity of scallops since the failure of the Rockland beds that the price has advanced fifty per cent.